



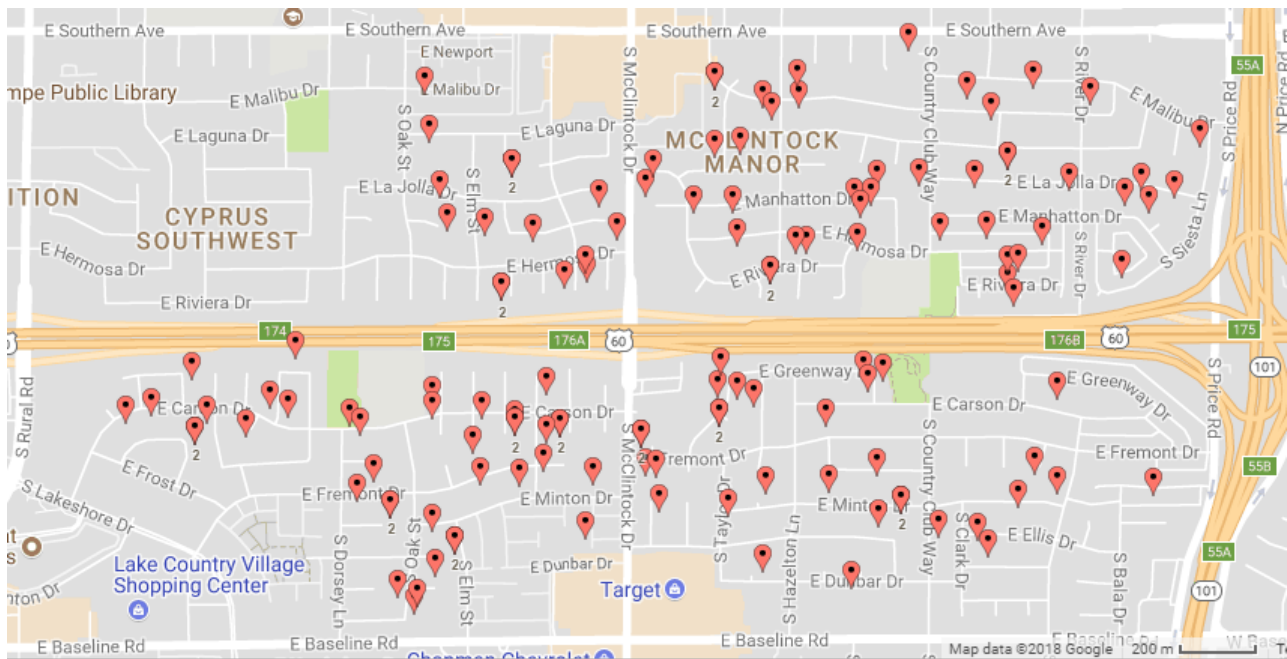
# McCLINTOCK DRIVE - BASELINE to SOUTHERN INGRESS/EGRESS Public Input Summary

## Overview

A public meeting was held on April 10, 2018 to get feedback on ingress and egress issues along McClintock Drive between Southern Ave. and Baseline Rd. This section of the corridor does not currently have mid-block signals and input was collected on how residents entered and exited their neighborhood.

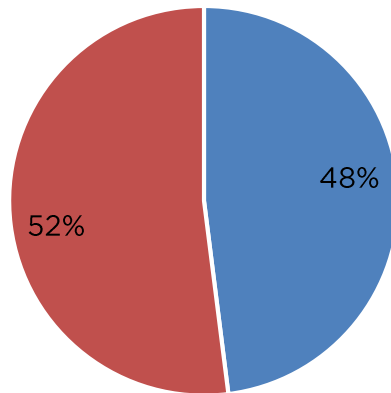
Residents in the area of Price Rd. to Dorsey Ln. and Southern Ave. to Baseline Rd. (1,026 households) were invited to participate in the process. Seventeen people attended the meeting. Surveys were available at the meeting and online from April 10 through April 24, 2018. A total of 134 survey responses with 120 unduplicated addresses were received; 12 at the meeting and 122 online.

## Map of Survey Respondents



## Survey Results

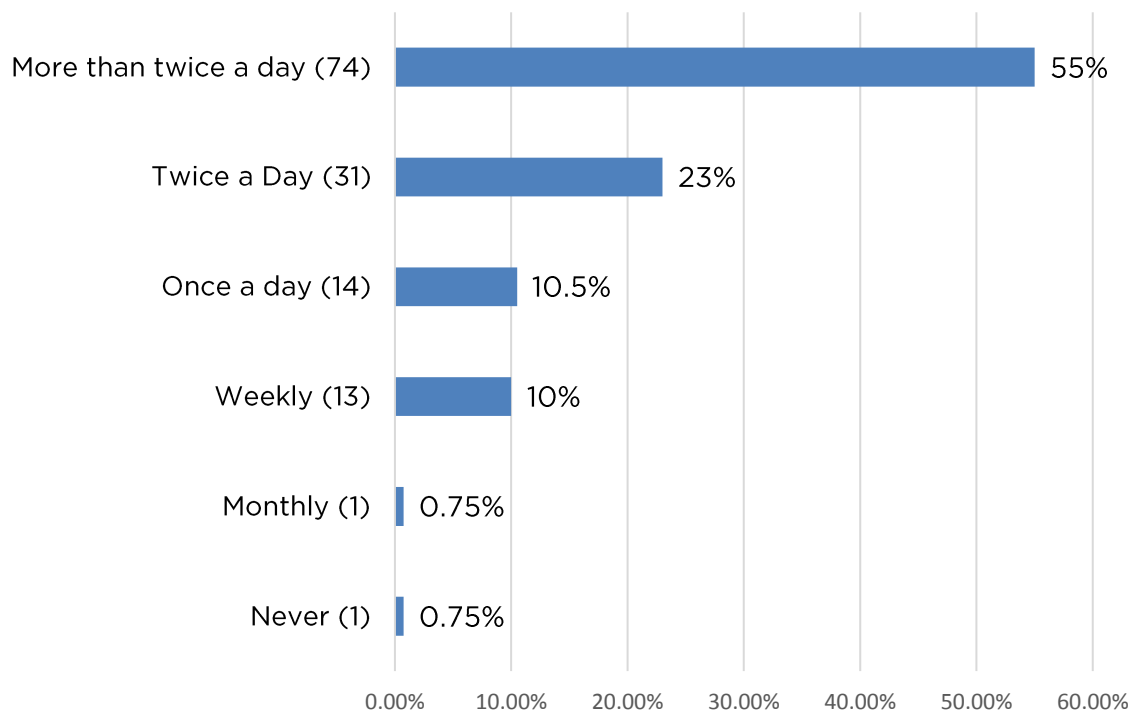
1. Is your home located on a street that directly exits onto McClintock Dr.?



■ Yes (64) ■ No (69)

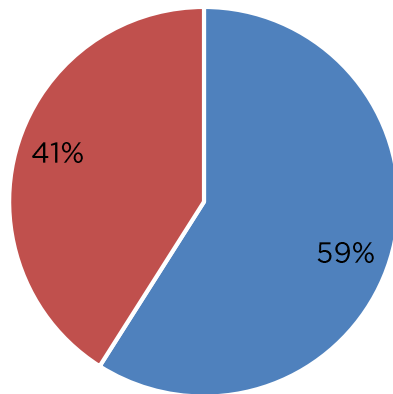
Total responses: 133

2. How often do you use McClintock Dr. as your main entry and/or exit into your neighborhood?.



Total responses: 134

3. Has the re-striping that added back the third southbound travel lane on McClintock Dr. improved your ability to exit your neighborhood?



■ Yes (78) ■ No (55)

Total responses: 133

#### Why or why not?

##### Yes responses:

1. More thru traffic stays in the inside and center southbound lanes leaving more opportunities to turn south off of either Fremont or Minton. When turning northbound from Fremont or Minton there are also more opportunities to move into the middle safety lane as the southbound traffic is spread more thinly across 3 lanes and generally moving a bit faster. When the loss of one southbound lane was first proposed in 2016 in order to add bike lanes I strongly objected to all of the council members and mayor by email. I noted that having lived in the same house for over 25 years and using McClintock quite frequently both in rush hour and other times I knew there was nowhere near enough bicycle traffic to justify the choking of the traffic flow on McClintock. I also noted that the sidewalks are quite wide in this area. After spending thousands of dollars to study (other cities traffic stats) and then install the bike lanes it was lately decided that there was not enough bicycle traffic to justify choking the traffic flow so the city spent thousands of more dollars to correct the first error. A simple count of McClintock traffic flow and bicycle traffic would have told you this in the first place.
2. It has greatly improved accessing McClintock from Fremont Drive. The traffic isn't backed up and access is easier both SB-EB and WB-NB.

3. Traffic does not back up as much as before. Much easier to turn into and out of the neighborhood
4. Fewer cars in the inside lane
5. It is amazing how putting the 3rd lane back into play has reduced traffic back up's on McClintock. Now that traffic is not from Baseline to Southern in the evening rush, one can actually exit Carson or Minton onto McClintock safely and fairly quickly. Please perform the due diligence by monitoring traffic patterns and flows before spending hundreds of thousands of dollars for something not needed. I DO NOT feel a traffic light is needed between Southern and Baseline because the traffic issue caused by the massive bike lane is now resolved by the removal of the bike lane and the restoration of the traffic lane.
6. Putting the 3rd lane back has reduced traffic backing up on McClintock. Now that traffic is not sitting parked from Baseline to Southern in the evening rush, I can actually exit Carson or Minton onto McClintock safely and quickly.
7. It has improved the access to McClintock greatly. We have no issues getting into or out of our neighborhood since the southbound lane was added. During peak access times, if there is still high density traffic on McClintock, we take a side street out to Baseline. It's a very simple fix for 8 AM. With the neighborhood access to Baseline, and subsequently to McClintock, there is no need for additional delays due to added lights. There are plenty of collector roads available to alleviate the issue. The southbound lane has alleviated the issue more than 95% of the times I have tried to access McClintock recently, the other 5% I simply take a different route. Chandler is a perfect example of excessive use of mid-mile traffic lights causing backups and delays on major arterial streets. I comment often that I am so pleased that Tempe does not submit to the same planning with traffic lights as Chandler does. Please do not make McClintock as delayed as traveling on Chandler Blvd!! There are plenty of collector streets to get to McClintock.
8. Without a doubt, adding the southbound lane back to McClintock has alleviated the access issue. We just got the traffic flowing again on McClintock, adding a new traffic light will impede flow worse than the 2 lane solution. Please, do not add a light on McClintock.
9. Really have not noticed a difference either way. My answer to number 9 would be no change.
10. I am so happy they added the third lane. I am still upset that they spent the money to take it away and then had to spend more money to add it

back. Last time I didn't feel like I was asked my opinion/ opinions of the people who live there and it was just done.

11. Adding back the 3rd lane gives traffic more room to spread out and gives me more time to turn left going north in the mornings. After we lost the 3rd lane, I stopped using McClintock because it became too hard to get out in the morning and I was afraid I was going to be rear-ended when I came home in the evening when I turned right at Minton into my neighborhood. Instead of using McClintock, I started using Rural Road going north in the morning and south in the evening. Now that the apartments on Lakeshore are being occupied, my access to Rural Road has become slower and more crowded in the morning. I've started using McClintock again and the 3rd lane makes it safer and easier to get out.
12. I find afternoon traffic is heavy going south. The lights at 60 give a chance for the northbound traffic to clear, so I was in the. Habit of using the middle lane.
13. When two lanes were removed it became nearly impossible to make a left turn from La Jolla to go south on McClintock. It was so difficult that I was forced to exit on Country Club Way. Exiting on Country Club Way is extremely painful because the red light is too long and the green light is way too short. Only one or 2 cars have time to clear the intersection. Now that one lane has been restored on McClintock it is much easier of make a left-hand turn.
14. Provides a better flow of traffic, not as congested
15. There used to always be bumper to bumper traffic on McClintock and exiting Minton Dr in rush hour was dangerous and frustrating. Since the re-stripping, there is np traffic and no problem to exit.
16. It has stopped the back up of traffic during rush hours. I enter and exit my neighborhood via McClintock Drive and Carson Drive. The way McClintock Drive is laid out at this time makes it easy to enter the neighborhood during heavy traffic. My problems comes when I attempt to exit Carson onto McClintock Drive. The problem starts with individuals exiting US 60 onto McClintock going south. Some of these individuals can't seem to read. There's a sign that says no right turn on red. These individuals turn anyway. When this happens, we have to wait for the traffic lights to recycle again in order to exit Carson Drive. I do believe that inferred cameras on the off ramps of US 60 would help resolve this situation.
17. It thins some of the traffic out

18. Not during early morning or evening hours. Rest of the time it's better.
19. Reduce traffic platooning lengths in the southbound lanes.
20. The buildup of traffic has lessened and allowed for quicker exiting of the neighborhood.
21. Makes it easier to turn south
22. Less lanes to travel over when turning left. Seems to decrease the waiting time on La Jolla which helps
23. What a waste of taxpayer's money that bike lane fiasco was!
24. morning rush hour traffic has been reduced.
25. I have no trouble entering, exiting from Fremont; onto McClintock. I do not come and go during rush hour, though. Certainly, the added southbound lane will help drain the cars clogged trying to go south during the afternoon rush. As a competitive bicycle rider, the bicycle lanes along McClintock are too dangerous anyways. The mid-mile bike routes are much better for safety. Give the road back to the cars and un-do the bike lanes along McClintock. Period. P.S. Way to go Tempe, we love it here. Good job taking care of us; water, sewer, alley, trash, streets, lights, police, fire, schools.
26. It is so much better. Thank you!
27. As long as I exit to the south but if I exit north bound I have to go Butte to Southern and then go east or west on Southern.
28. It helped there be less traffic build-up south bound.
29. It definitely improved access, but access is still poor. Access during morning and evening rush hour was problem before the restriping of McClintock; the restriping made it infinitely worse. If I had a choice, I would restore 3 vehicle lanes each way.
30. There would be better ways to spend the money in this neighborhood that would be much more beneficial.
31. It was difficult to make a right turn from McClintock to Carson. The additional lane seems to help, especially if you are coming off the freeway. Making a left turn to go North on McClintock or to get on the freeway is still difficult- especially before, during and after rush hour. Quite often, cars are making left hand turns to the church and businesses on the east side of the street.
32. Traffic moves thru the area more efficiently
33. More southbound travel makes it easier to turn south (left) out of my neighborhood.
34. More importantly it has made it easier to turn left (west) across traffic onto Hermosa or Laguna on the way home from work and made it

- easier to pull out of Fry's (on McClintock and Baseline) and go North - no longer have to visit another store or have to drive around the block
35. Adding back that third lane has made the difference and made it a lot easier to turn and less of a risk pulling into the middle turn lane. I did appreciate the effort behind widening the bike lanes but it did seem to have a negative effect on traffic. One suggestion is to put more infrastructure into the designated bike routes that exist in the lower traffic roads. I am a cyclist but always favor going down Los Feliz for example to avoid McClintock - even when the bike lanes were made wider because of the level of traffic. These bike routes are something that I really appreciate and value about living in Tempe.
  36. There are more lanes to utilize when turning.
  37. It has improved in the morning, afternoon it's still backs up going northbound
  38. Just one added lane to move into makes it nice. I'm glad to see the bike lanes are intact and well buffered from the cars as well. I think that's safer for all.
  39. With 2 lanes Southbound easier to find break in traffic. Don't use to go northbound generally due to delay finding break in traffic.
  40. Traffic does not back up from Baseline as much.
  41. Southbound traffic throughput is increased, allowing better flow and opportunity to turn south from La Jolla Dr. Less people use the 'turn' lane as a driving lane, thus allowing safer exit from La Jolla north or south by reducing the times that people illegally using the center turn lane make illegal use of the lane.
  42. With more lanes there are larger amounts of space between cars allowing me to exit easier.
  43. Better traffic flow. Removing the third southbound travel lane on McClintock from Apache was a very bad idea that has resulted in unnecessary hardship for hundreds of Tempe residents. It was also an unnecessary expense for the city. What in the world were you thinking?
  44. Stop wasting tax payer money
  45. It has once again allowed opportunity to exit going south preventing the jammed funnel effect that the previous stripping had created. However, it is still difficult to exit safely during rush hour hours.
  46. Traffic is not as condensed into just a few lanes, so there is more room to merge in and out of traffic. There are larger gaps between cars and groups of cars as they spread out within the roadway.

47. Thank you so much for restoring the lanes going southbound on McClintock Drive returning them to what they were to before. Traffic moves so much more quickly than when you made the changes before.
48. With the added (3rd) southbound lane at I-60, the extreme traffic backup created by the removal of the third lane has all but disappeared, even during rush hour. The removal of the third lane in 2015, for a rarely used bike path, was a terrible idea and led to much more air pollution and traffic jams as cars sat idling through three and four cycles of the light to clear the intersection with I-60. The three lanes should be added all the way up and down McClintock from Apache to at least Guadalupe in both north and south directions. Place any bike paths you feel need to exist on the sidewalks that now exist and which are as rarely used as the bike paths themselves.
49. The southbound traffic backup that occurs in the afternoon is noticeably better with the three lanes now available since the re-striping. That is, it is less frequent that the entire southbound lanes become completely full from US60 to Baseline.
50. More lanes, less restrictions, better flow.
51. It was totally impossible to turn left out of the neighborhood to head north at certain times of the day. I'd take detours all the time to avoid using McClintock.
52. Elevated some of the congestion traveling south on McClintock drive.
53. It seems to have improved a little bit, traffic doesn't seem to get as backed up.
54. I feel it has made it slightly easier to pull into center lane. However, my husband thinks it hasn't improved.
55. Yes, but only to make right hand turns onto McClintock Dr. It is extremely hard to safely make a left-hand turn onto McClintock. One thing that is a problem is that people going eastbound on the US 60 who take the exit ramp don't pay attention to the "No Right Turn On Red" sign at McClintock. Car after car turns right on the red light and I never see it being enforced so that people might stop turning on the red light. If people actually stopped and didn't make a right on red, there might be a little bit of a delay so that one or two cars trying to make a left to head northbound on McClintock, might actually be able to turn. Since people turn on red, it is a nightmare trying to make a left to head northbound on McClintock. I would love to see a traffic light to be able to turn left onto McClintock from just West of McClintock, between the US 60 and Baseline Rd.



56. If I need to go South in the evening it makes it a lot easier to get into traffic.
57. I have no problem exiting my neighborhood.
58. Having 3 lanes heading southbound allows more traffic to flow past Hermosa from Southern, creating significantly larger pockets of space for us to pull out. We love it!! Having McClintock down to 2 lanes the last 1+ years has been a big inconvenience. We often had to head north on Butte to Southern because turning north on McClintock from Hermosa during busy times was impossible. We noticed an immediate improvement in traffic flow, thank you!! :)
59. Less car density made exiting Hermosa much easier, both heading northbound and southbound.
60. It is still difficult to turn Southbound onto McClintock from La Jolla Drive. Lots of traffic during rush hour and cars from the subdivision and parents of Ward Elementary School students trying to turn onto Southern makes for a lot of congestion and delays at certain times. The re-striping has helped, but we need help at the La Jolla/McClintock intersection!
61. With 3 lanes, I am able to turn right easier onto McClintock during the day. However, it is difficult to turn left from Hermosa onto McClintock, or left from McClintock onto Hermosa (travelling North) during rush hours.
62. Southbound clears out to make a left to go north possible.
63. It has added benefit if traveling southbound. Northbound is still very difficult.
64. Base of flow.
65. Because traffic coming off the freeway can flow much better to accommodate all the cars.
66. Traffic is not backed up at US60.
67. Correcting the mistake on McClintock has helped. Ingress and egress from Tempe Palms is excellent.

**No responses:**

1. Prior to 2016, I rarely exited at La Jolla and McClintock due to my concerns about crossing 6 lanes of traffic. In 2016 when the bike lanes were added to McClintock that reduced the lanes in each direction to 2, it became much easier to exit the neighborhood from La Jolla Dr. and McClintock. It was so much nicer to only have look out for 4 lanes of traffic when turning left (southbound on McClintock). Adding back a lane has made it much harder and feels much less safe so I have reduced my exits on McClintock which means a

longer trip out to Southern to turn left at a light and then a left on to McClintock. I'd like to see if a light at La Jolla and McClintock makes sense.

2. It has become harder to leave the neighborhood from La Jolla to McClintock now that there 5 lanes of traffic. Use of the middle turn lane is also more treacherous.
3. With only 2 northbound lanes on McClintock, traffic is so thick between the 60 and Southern that I am forced to go north to Southern and then West to McClintock and then south in order to go to work in the morning. It is impossible to exit from La Jolla and go south without other drivers going northbound stopping to let you out. As you know this is a major hazard. I am now noticing as well, that coming home on McClintock heading to La Jolla, that traffic is backed up sometimes to the point that the bridge over the freeway is not only full, but overflowing back onto McClintock, thus creating a hazard for drivers coming from the west to exit at McClintock and head north. I don't think a traffic signal is needed. Before the 3 north and south bound lanes were converted to 2 each way, I had to wait about 3 minutes max, but with the lights at the freeway and Southern, there would be a nice break in traffic to safely enter McClintock from La Jolla. Put the northbound back to 3 lanes.
4. I don't see a change in entering/exiting E Carson Drive to/from McClintock Drive since the re-striping; it is not easier nor more difficult. However, I do appreciate the 3 southbound lanes; I feel the traffic moves more quickly and smoother.
5. Seems to about the same.
6. I am either travelling northbound, or trying to cross all the lanes of traffic to go southbound.
7. I am most often turning onto Northbound McClintock drive from Minton. The addition of the 3rd lane has increased the amount of traffic and risk for making such a turn. As far as Southbound, I would say that exiting from Minton is somewhat easier. However, I am most often trying to navigate to Eastbound Baseline. The addition of the lane means that I have an additional lane of traffic that I need to cross in order to make the turn lane at Baseline.
8. I never really had problems before, other than when I try to exit off Hermosa during rush hour. Even then the wait isn't that annoying that I would want yet another light.
9. I don't see how the re-stripe has helped. Example exit left/south, I cross two lanes of N. bound traffic over to 3 S. bound lanes. So, now exiting left/ south I have to determine position of cars in 3 lanes of S. bound traffic. Prior to re-stripe I had to just determine the 2 lanes in each direction AND the bike lanes. Merging from the center lane, now involves validating space in 1 of 3 S bound lanes, prior to re-stripe it was just the two. So it really has not improved.

10. The direction of traffic that effects my ability to enter or exit the neighborhood are the northbound lanes, which are still 2 lanes.
11. Northbound traffic is still too heavy.
12. Typically, when I get onto McClintock from E. Carson, I need to turn left to access 60. In the morning and late afternoon, there's a long line of traffic going both ways, so I have to wait. The wait isn't too long, maybe 90 - 120 seconds, but it hasn't improved since the restriping, which is what you asked about.
13. IT HAS NOT MADE ANY DIFFERENCE TO ME.
14. The location of the Target/Fry's inlets/outlets keep the center lane pretty busy with vehicles going various directions. A third southbound lane didn't change my ability to go south from my house, it is mostly a time issue.
15. If a light is installed midpoint, it will only back up the steady flow to the South. Too much time spent coddling a few hundred people rather than considering the thousands of commuters not of this community, who could give a rat's flip about what we think. You're missing the larger picture.
16. The north-bound drivers on McClintock are the danger to us. They are aggressive by the time they have battled the congestion from Warner or Elliot to Baseline. The Northbound drivers are the ones who block us from turning left into the turning/merging lane. Many of the businesses we want to do business with: Steve's Espresso, Changing Hands, Trader Joe's Either of the Fry's on McClintock, all 3 pet supply stores, many malls and restaurants require us to travel southbound on McClintock. I have lived in Cole Park for 20 years. The drivers on McClintock have never been as aggressive as they became after the lanes were removed a couple years ago. We need a well-timed traffic light at Fremont to prevent more injuries from occurring. Drivers used to leave space when at a driveway of a business or a side street when they were stopped at a red light. Now that courtesy has become on McClintock. McClintock used to be best street (north-south) for traffic flow in Tempe.
17. Traffic is still very bad especial on the northbound that only two lanes are available. This has to be the most useless and wasteful Council I have ever seen. These bike lanes are so seldom used and they shovel have never been installed to begin with and this Council just waste money and time in expense residence safety and sanity to defend their dumb decision. McClintock show be reverted back to its original form and bikes can ride on the sidewalk. We pay for our plates and bikes don't. Tempe always put it in their slogan that status quo does not apply to Tempe, this is the best example of it. McClintock should be three lanes on each side plus one lane in the middle. Adding traffic light only adds to travel time. Would be great to have a realistic City Council that admit to their mistake and correct it instead of wasting all of this time, and citizen's money to defend their stupid decision.

18. the third southbound lane seems to encourage right turns on red from the freeway exit. If people do not run the red light, the stop lights at Baseline and the 60 are well timed and I am able to turn left from Carson onto McClintock within one light change.
19. It is still hard to exit onto McClintock. it seems that most of the N./S. lanes are very congested in Tempe. (Mill, Rural, etc.) I have rode a bike and drove a car on McClintock. When I rode the bike, there is plenty of room. When I drive with the two lanes, I see the bike lane is very wide. Can you make the bike lane smaller and still have enough room for the bikes? Have the 3 lanes for auto's?
20. Northbound traffic still very heavy. Once that traffic clears, I have to turn into the center turn lane and wait for the south bound traffic to clear. I rarely see any bicycles on McClintock, and when I do, they are typically on the sidewalk and not in the bike land on the street.  
NEED 3 LANES IN BOTH DIRECTIONS!
21. My wife and I never turn on to southbound McClintock to get out of our neighborhood. We do turn on to northbound McClintock, from westbound Fremont, very often. Our other main egress route is southbound River to Baseline.
22. Re-striping as done little to improve local traffic flow
23. It's easier to exit with the third lane, but it is more difficult to turn right into Hermosa from McClintock SB because vehicles behind assume that the leading vehicle will turn on US 60 and don't leave enough time to react to the abrupt break and turn before.
24. Yes and no answer to the question. The section of McClintock that we turn onto to go north was not returned to three lanes, therefore nothing has changed in this regard. The section that we turn onto to go south has the third lane reinstated and has made it less time consuming to enter. This major artery is a mess. I say this because the sudden loss of a lane all along McClintock is a constant hazard from beginning to end. What is being done is disconcerting from beginning to whatever the end is to be.
25. Not as safe as it was with the two lanes makes it harder to turn in go south. Traffic seems to be going faster with the third lane.
26. This has not been an issue for me, as I usually enter/exit McClintock Dr. on weekends when traffic is light.
27. Traffic is pretty heavy during popular commute times. It can be a challenge even turning right off Fremont to McClintock. This is especially true if the person in front is turning left or swinging far left to get into the left lane to head west on the 60.
28. Have not noticed a difference.

29. I typically travel NB on McClintock drive to southern ave and take the 101 frontage road on the way home into cole park. Continued congestion in AM on McClintock.
30. It was much better before the third southbound lane. Third lane invites more traffic and complicates turn into La Jolla.
31. There is still an issue because of the northbound lanes. The 2 instead of 3 northbound lanes still creates a problem because the traffic coming northbound restricted to only 2 lanes makes that northbound traffic back up and makes it difficult to get a break when turning South onto McClintock forcing a person to use the center lane and sit and wait for a break. I do not like to do this because I feel it dangerous so u end up sitting and sitting waiting for a break to get out onto McClintock. AGAIN I NEVER see bike riders on McClintock and when I do they are always on the sidewalk where anyone with a brain would be! Would have been so great if McC had been returned to its original configuration :( Too bad so many people have to be inconvenienced by what u have done to McClintock to accommodate so few. I have lived in this area for 40 years and NEVER see bike riders on Mc. It is far too dangerous for the rider—too much traffic for bike riders to be safe. I street light might be a good idea but probably not for the people on La Jolla. At least those awful white piles are gone and we no longer look like a third world construction zone. Thank you.
32. There is still no relief from the North bound lanes. Most times when we can get out in a break from the North bound traffic, we have to sit in the left-hand turn lane for the South bound lane to clear.
33. When going northbound in the AM only having the two lanes makes it difficult to find an opening to access into traffic...southbound is improved in the evenings and it is easier to exit out in the evening...with as many multiple housing Tempe has allowed to be built in this small area we need more car access BOTH directions....rarely do I see bike riders along this strip
34. Traffic is still the same at peak hours, North bound in the early morning and/or South bound in the afternoon.
35. It actually made it worse because there is still striping from the street north of the 60, Hermosa, I exit from getting on McClintock. So traffic going south on McClintock gets over to the turning lane just south of Hermosa. Legally I'm not so sure turning from Hermosa going south on McClintock one can just stay next to the side walk if they are merging going West on the 60
36. During morning and evening rush hour traffic, the amount of traffic does not allow for easy access to McClintock Dr from E Hermosa at all. A stop light installed at this point would allow for easier access to McClintock to travel southbound. Light system should also have ability to turn left from McClintock Dr onto E Hermosa. I use Butte to access Southern Ave which has a light installed ensuring a safe access to Southern Ave. During evening rush hour the

traffic on Southbound McClintock makes left turns from McClintock into the housing area traffic can be and usually is backed up from the US 60 lights all the way to Southern ave.

37. Now have 5 lanes of traffic to manage to turn left onto McClintock from Fremont. I still backtrack to Hazelton to get onto Baseline for my morning commute instead of bothering to try to cross to southbound McClintock.
38. The south-bound lanes only help me to get into the Bustoz neighborhood. My husband uses public transportation to get to ASU and in my opinion it is more dangerous to cross McClintock as a pedestrian with the added lane. It would be great to have a traffic signal at Fremont for the car and pedestrian traffic.
39. I live east of McClintock. If I exit the neighborhood during morning rush hour, the 2 northbound lanes are frequently backed up from Southern past La Jolla. You must depend on the kindness of other drivers to allow right or left turns.
40. During rush hours, I found the other drivers much more accommodating, letting cars slip into N/S lanes easily. There were longer back ups on McClintock that is true, but speeds were lower and less risky pulling from Carson onto N bound McClintock.
41. While the re-striping has aided traffic flow along McClintock Drive, ingress, Egress on to McClintock is difficult due to the heavy traffic, especially in the afternoon. To improve this, a traffic light would be necessary at E La Jolla dr.
42. I live in McClintock Manor. My exit onto McClintock is from the East. Turning North onto McClintock isn't helped by an additional southbound lane. Turning South onto McClintock isn't helped either. The center two-way turn lane helps, but the difficulty is crossing the north bound lanes.
43. The majority of the time, I enter traffic northbound, south of the US-60
44. Mid-day, from about 10 am to 2 pm, the traffic is ok. But the rest of the day, getting out of the neighborhood is a challenge. The traffic is usually so backed up that it's difficult to get into traffic in either direction, and at almost any time of day. Turning southbound, the breaks in traffic are never in sync where you can make a left turn right into the flow, necessitating a dangerous stop in the left turn lane. I often take Hazelton down to Baseline and get on to southbound McClintock at the light. Turning out from Fremont northbound during the morning rush requires waiting for a good Samaritan to let you in as there is never a break in traffic. Trying to get out of the Fry's parking lot going north is impossible. I often have to go out southbound and make a U-turn when I can, or turn into Target to turn around. Or sometimes I can get halfway across and wait in the left turn lane to complete my merge northbound. The horrible congestion is probably why there seems to be an increase in angry speeding drivers cutting through the neighborhood on Fremont.
45. I never use the McClintock entry/exit point when I need to head south: I drive to Baseline and exit via that traffic light.

- 46. Back up on La Jolla especially when school (Ward) starts and ends and at rush hour.
- 47. Unsure.
- 48. Still need light at La Jolla.

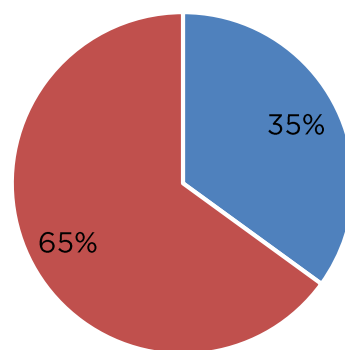
49. I live east of McClintock and north of the 60. My problems involve northbound traffic on McClintock. To exit the neighborhood and go south on McClintock I need to make a left turn from La Jolla to southbound McClintock. That requires getting across the two northbound lanes. If necessary, I can enter McClintock and wait in the southbound center/turn lane. I don't use this route when I want to go north on McClintock.

50. Did not affect it as it is only on the west side of the street. Once you get into the center turn lane getting into southbound traffic is really not that bad.

Without the candlesticks, northbound traffic on McClintock turns into 3 lanes in the morning when cars start as early as McClintock to start their right turn onto the 60. The bike lane ends up being the "3rd north lane."

51. The traffic in general is better but not getting out on McClintock. I drive down Fremont to Lakeshore and then enter on Baseline to McClintock which makes it safer for me since all the changes were made.

4. Recognizing the pros and cons associated with installation of a traffic signal, do you support a new traffic signal on McClintock Dr. between Southern Ave. and Baseline Rd.?



■ Yes (44) ■ No (83)

Total responses: 127

5. If you answered "Yes" to Question 4, please rank the following potential locations (one being the most preferred and four being the least preferred).

Most Preferred 1	2	3	Least Preferred 4
La Jolla Dr. - 26	Minton Dr. - 10	Fremont Dr. - 9	Laguna Dr. - 26
Minton Dr. - 13	Fremont Dr. - 9	Laguna Dr. - 7	Minton Dr. - 15
Fremont Dr. - 7	La Jolla Dr. - 8	Minton Dr. - 4	Fremont Dr. - 13
Laguna Dr. - 0	Laguna Dr. - 2	La Jolla Dr. - 3	La Jolla Dr. - 9



## 6. Additional Comments:

1. In the 1 mile stretch from Southern to Baseline there are already 2 traffic lights in operation near the half mile mark (those for the US 60 exits and entrances). These 2 separate sets of lights offer the breaks in rush hour traffic to enter the street or access the center safety lane. Once again, if you install additional lights all that you will accomplish is to once again choke the traffic flow on McClintock in this area. The rush hour backups at these new lights you are proposing will significantly degrade traffic performance and safety. As previously noted I have lived in the same house in this area for over 25 years. I was previously a City of Tempe policeman and I have raised 4 children in this neighborhood. I care about the safety of my family and my neighbors and I strongly oppose additional traffic lights between Southern and Baseline on McClintock.
2. The city already spent a lot to redo and then re do again the work, and I feel safety is worth the cost of lights.
3. Please don't put any new traffic signals in through this area. Traffic delays are finally improving since the bike lane fiasco, and I'm hopeful with the rest of the planned changes to McClintock to the north, congestion will be further improved for everybody in the area. Have traffic warrants been met at any of these intersections to indicate the need for new traffic signals?
4. I like that Tempe is all about bike riding, but in regards to McClintock, choosing a major artery was a poor choice in decreasing the amount of traffic able to pass during rush hours. Why does there have to be that blank section between the road and the bike lane? without that, I'm sure we could return to 3 lanes. Note, the way the current 3 lanes end southbound on McClintock at Baseline is the poorest implementation I have ever seen. Daily, I drive that route and daily I see cars confused about what to do, as 1.) the sign of lane ending is hard to see and 2. converting 2 large lanes into 1 without shrinking the road confuses drivers.
5. Please perform the due diligence by monitoring traffic patterns and flows before spending hundreds of thousands of dollars for something not needed. I DO NOT feel a traffic light is needed between Southern and Baseline because the traffic issue caused by the massive bike lane is now resolved by the removal of the bike lane and the restoration of the traffic lane.
6. I think the disadvantages greatly outweigh the advantages. The light at McClintock seems adequate

7. Please perform the due diligence / data gathering by monitoring traffic patterns and flows BEFORE spending hundreds of thousands of dollars for something not needed like was done on putting in the non-used bike lane. I DO NOT feel a traffic light is needed between Southern and Baseline because the traffic issue caused by the bike lane is now resolved by the removal of the bike lane and the restoration of the traffic lane. As far as people crossing McClintock from one side to the other, I've NEVER seen anyone trying to cross McClintock except at Baseline / McClintock lights, or the lights at the US 60.
8. Adding a light between Southern and Baseline would be very helpful to residents coming out of the neighborhoods on either side of McClintock and would also ensure more safety for the pedestrians trying to cross without the benefit of any crosswalk or light.
9. I voted for Fremont first because that is where I turn into when coming home from work. It can be scary depending on traffic. Sometimes I end up going around just to avoid the area. I think the next logical pick would be La Jolla due to the traffic of the school Ward which we use a lot since our kids go there. The other two Laguna and Minton I don't personally turn on those streets.
10. Do NOT add anymore lights to McClintock between Southern and Baseline. There are plenty of lights. What needs to happen is improving the timing on the lights so there are some breaks in the traffic to allow for left hand turns from La Jolla onto McClintock.
11. AM Rush hour traffic on Northbound McClintock is often backed up from US 60 to almost Baseline. This makes it very difficult to turn Northbound from Minton. A believe a light at this location would be helpful for both Minton and Fremont. I moved to Tempe after living near Dobson Rd and Isabella, just south of the US60. There was a light, just South of the freeway at Isabella Ave. I couldn't imagine trying to exit the neighborhood without this light. And while it did cause some delays and I was not programmed well, I felt it was worth having. A quick look at Mesa, shows that most major roads along the US60 have midblock traffic lights between Southern and Baseline.
12. Too many stoplights/signals just make things worse. As long as existing lights are timed correctly, giving sufficient breaks in traffic to enter the flow, please, no more lights. I would like to see better signal coordination on Southern between Butte and Dorsey. Getting out of Sweet Tomatoes during rush hour is miserable!

13. What I do not see stated here, specific to what would be the La Jolla traffic signal is the INCREASE in street traffic using La Jolla drive to enter and exit the community. Right now Los Feliz and S. Country Club Way have lights on Southern Drive and I would consider them as the larger, busier, feeder streets to the community. Adding a light at La Jolla would then encourage traffic to exit down other, smaller, streets. The smaller streets have houses that face those now busier roads (La Jolla, Hermosa, Riviera, and Manhattan). This increased feeder traffic going out the proposed a Jolla light would make those streets less safe for the community children and neighbors that walk pets etc. The light on La Jolla would also not accommodate any traffic out of neighborhood to the West of McClintock drive. Seems like a waste of spend for just one additional street that already has Los Feliz and Country Club way.
14. No signals are necessary on Minton.
15. More lights than the two traffic lights that are already on that 1 mile stretch would create delays and encourage drivers to bypass the lights entirely. This is another unnecessary proposed expense to the city. If funds are so available we would like to have a speed bump installed on S. Elm between Minton and Baseline (4800 blk thru the 5100 block), because traffic light dodgers already speed thru this area to avoid the light at McClintock and Baseline.
16. If residents want to use a signal, they can utilize Los Feliz to get out of the subdivision. A signal light to exit onto McClintock will cause a larger backup of traffic especially at peak times.
17. Traffic lights would slow down the speeding on McClintock. Speeding and racing is a real problem.
18. DO NOT WASTE ADDITIONAL TAXPAYER MONEY BY INSTALLING ANOTHER USELESS ITEM ON MC CLINTOCK. THERE IS NO NEED FOR A TRAFFIC SIGNAL!
19. We definitely do not need any additional traffics signals. Please stop trying to fix things that are not broken.
20. I've never had to wait for an excessive amount of time when turning left onto McClintock Dr from Fremont (usually less than a minute). If I think traffic will be heavy I exit the neighborhood onto Baseline and use the light at McClintock and Baseline to turn left instead.
21. Many Ward School parents exit that way and after school it can get congested when school lets out.

22. Adding back the third southbound lane along McClintock Drive between Southern & Baseline has reduced the traffic platoon lengths for southbound traffic resulting in longer traffic gaps and easier access to the southbound lanes. Crossing or accessing the northbound lanes during peak traffic hours remains a problem due to excessive traffic queuing at the Southern Avenue and US-60 traffic signals. Northbound traffic is worst during morning peak traffic. The extended stacking lengths for northbound traffic block access to adjacent properties and streets along the east side of McClintock Drive and vehicles along McClintock Drive often require more than one green light to clear the intersections. To reduce the queuing length at the Southern Avenue and US-60 traffic signals more northbound vehicles need to clear the intersections during each signal cycle. Increased capacity through a signalized intersection can be obtained for unbalanced traffic volumes by signal timing adjustment by providing increased green time for the higher traffic volumes. When signal timing adjustment provides insufficient capacity an increase in the number of lanes through the intersection is required.
23. I only support mid-block traffic signals if the main traffic cycles are activated during main daytime traffic use from approx. 6:00 a.m. until 7:00 p.m. (consistent with HOV lane hours). For all other times, have the lights flashing red for the exiting neighborhood street and yellow for McClintock Drive to permit efficient flow out of the neighborhoods without having to needlessly wait for the light to change and prevent new neighborhood cut-through and disobedience. Making signals on-demand is another alternative that could work very well for these mid-block signals. This is crucial because the neighborhoods already benefit from the ability to exit the neighborhood and proceed after the stop sign at any time of the day. Adding traffic lights at La Jolla, for example, would help people exit the neighborhood with left turns during heavy traffic periods, but would otherwise needlessly cause backups into the neighborhood waiting for the light and right turners who pay then possibly have to wait for left turners blocking to wait for the light to turn green. This would probably result in additional traffic to Kachina Dr, etc. for neighborhood cut-through. This is why making new signals time-dependent is crucial and not be red with long wait periods during off-peak traffic hours and result in unnecessary new delays and issues.

24. If a traffic signal goes up- please consider a signal that allows turns when a light is flashing yellow, such as the one exiting the Riverview mall in Mesa onto Dobson. A better option would have been to make sidewalks bicycle friendly and forget the lanes on the street that VERY FEW bicyclists use!!
25. from my neighborhood you should put a no left turn on Hermosa to McClintock and force them to go north on butte to southern and then east or west on southern also a no left turn on Laguna forcing them to go north on butte also
26. Traffic on McClintock would again be impeded by stopped traffic. If neighbors need to turn left there are alternate exits in each area that are safer for the driver and passengers.
27. I think with the two traffic lights at the Highway 60 bridge, adding another just north or south of that location will frustrate drivers a lot, and wouldn't really do much to reduce the traffic caused by the two large commercial sectors just north and south of that intersection.
28. Isn't Laguna too close to the intersection of Southern and McClintock to have a light?? I've lived around that intersection for 20 years and I can tell you that with a light at Laguna, the southbound traffic will be pile up into that intersection if the lights aren't timed to go on and off together. And with only 2 lanes going northbound, as soon as the light for Laguna turns red, the resulting traffic will block traffic exiting the neighborhood from La Jolla; on some mornings, northbound traffic threatens to block the exit to La Jolla already! If the City puts a light at Laguna, the residents of McClintock Manor and the parents that must drop their students at Ward Traditional Academy (because it has no buses running to it, so individual cars are the only way parents can transport their children every day) will be blocked in even worse than we are now. The worst idea the City ever had was adding bike lanes along McClintock. NO ONE EVER RIDES IN THOSE BIKE LANES. I travel McClintock between University and Guadalupe multiple times a day in both directions and I might, MIGHT see one bike rider actually in the bike lane at any given time. Those bike lanes were the worst waste of the City's money I've ever seen. They should go entirely; we need the third northbound lane back if the City is going to add a light at Laguna. If the City considers installing a light at all, it should be at La Jolla.
29. We hear a lot of noise in the neighborhood, when car(s), motorcycles accelerate from the intersection(s). Adding more places to force cars to stop, makes more noise.

30. Other than La Jolla, the intersections listed are too close to the freeway to be safe/effective.
31. This would just make congestion on McClintock Dr worse.
32. To me, the biggest problem is that the bike lanes are very confusing. At intersections the buffer lane between the bike lane and traffic is clearly marked but away from the intersections it is not clear at all. Referenced from the sidewalk there is the curb, then a white line, then another white line - which is meaningless. The buffer lane should have the diagonal stripes along its entire length and the bike lane should have the bike symbol more frequently than it has it now.
33. What about Carson? Is it too close to the freeway?
34. Just leave it alone
35. Laguna or La Jolla lights wouldn't help make southbound egress safe for Cole Park.
36. Minton does not intersect with McClintock. We do not need yet another light on this stretch - there are plenty. Save the money!! I take a right on Fremont to go north, and go to Hazelton, go right then left to go south. That is how we all get out and it is FINE the way it is.
37. If one went in, I'd like to see it at La Jolla Dr. That placement seems reasonable as it's closer in the middle between Southern and the 60. But, I don't think it is completely necessary. I'd rather see \$400k used to invest into the current dedicated bike routes that exist on the lower traffic streets. If people felt safer on those roads, they might ride more and reduce the traffic level. Especially with the popularity of the OFO bikes in the cooler months of the year. Those seem to show that people are willing to get around in alternative ways if/when available.
38. In my opinion, a light would make the situation even worse for the short time frame at issue. It would actually cause the traffic to back up even more at the busiest times, people will run the light, and it will close congestion on McClintock certain times of the day as it's too close to the 60.
39. NEED 3 LANES IN BOTH DIRECTIONS!
40. We don't believe a new traffic light is necessary. The lights at Baseline, 60 Freeway, and Southern are sufficient.
41. I would support methods to slow through traffic on Fremont drive between McClintock Dr. and the Price Rd--101 frontage.
42. From west of McClintock Dr., Minton is the only existing street that makes sense while from east side, Fremont Dr. does.

43. These 4 roads that exit to McClintock are not all that hard to exit from. Yes turning across traffic at peak times can be difficult at certain times of the day, but I have never found it impossible or massive delay. A light would take just as long. The added lights would massively impede overall traffic flow in this area. Rural is a good example of too many lights between the 60 and baseline. I actively avoid it most times because it is so slow to use.
44. In my view not a solution as there are lights at Baseline, Southern and 60 Intersection. It appears to me that another traffic light is again throwing up a costly solution that will be bad. The solution is three lanes on both sides of McClintock due to traffic. After the three lanes if room add bike lanes. I am not opposed to bike lanes. I think it is valuable to have safe bike lanes. Squeezing a bike line in this area may not be the correct solution. Bike lane has become a situation where our city council does not see this is a bad solution. Just because we want something does not mean we can have it.
45. I liked the two-lane traffic, may take longer to travel but I believe it was safer to drive. I would like to see a traffic light at Rural and lakeshore. It very unsafe to make a left to go southbound during any time of the day. With Starbuck on the corner traffic has become unsafe with the U TURNS.
46. A Traffic Signal Anywhere along McClintock will BACK UP TRAFFIC EVEN MORE. Your BIKE LANES have DONE THIS TO one of the busiest and heavily traveled N/S traffic arteries in Tempe to accommodate a few bike riders. Now your r trying to fix it without dealing with the real issue—THE BIKE LANES—THEY ARE CAUSING THIS MESS AND EXPENSE FOR ME THE TAXPAYER. You guys just can not or will not see the real issue and what u MUST DO to restore McClintock. Your bike lanes who NO ONE uses are creating all this cost and disruption regarding McClintock Drive. There was NEVER a problem before your bike lanes and I have lived in area for 40 years. THE CAUSE OF THE PROBLEM IS BACKING UP TRAFFIC FROM APACHE TO GUADALUPE AND SLOWING DOWN THE TRANSIT. The traffic is slowed and takes longer to move through the 6 miles of Tempe and this backup can only be solved by removing the bike lanes from Apache to Guadalupe to restore the flow of traffic. I think I am wasting my breath.
47. We leave just off of Laguna. I do not see adding mid-block lights as necessary. I never see a line of cars needing to exit our neighborhood or accidents either.

48. As a resident, the most dangerous entry to McClintock is from our neighborhood grocery store. There's heavy traffic on this road and a lot of near misses with people attempting to make it in and out of Fry's off of McClintock Rd. I'd take a light here over anywhere else. Not sure if that's an option, but it is by far the biggest headache for residence in the area. There's no good exit point at all if you live across the street. Making a left onto Baseline to head East is just as difficult and dangerous. You take unnecessary routes or make dangerous maneuvers, just to go the right direction. I wonder if a signal off Ellis could be coordinated with a light at Fry's closest exit to that street? That would be my vote as well as many others, from what I've heard. Thank you for considering our suggestion.
49. With six lanes of traffic, all going 50-60mph because they are racing to get on or off the freeway, my neighborhood exit from La Jolla has always been dangerous, but adding a light there would not helpful. When commuting on my bike, I see lots of people running the red light at Alameda all the time, and one at La Jolla would be the same. I have bike commuted from my home to downtown Tempe for 30 years. I am a proponent of increasing bike use in Tempe. But the bike lanes on streets like McClintock are counterproductive. Who wants to ride with all that traffic, drivers who are angry that their lane has been removed, people going too fast, not to mention the bad air. Plus there is no way to get over the railroad tracks from Rural to Price. The underpass on McClintock might as well be a concrete wall blocking the bike lane. Let motorists have McClintock, and use that money to build a railroad over or underpass somewhere between Rural and Price for bikes to get through.
50. The only time there are backups exiting La Jolla drive is during school (ward) drop off and pick up. There is no need for traffic signal between Southern and US 60.
51. Due to the K-8 school, the traffic going in and out of the intersection of McClintock and La Jolla is challenging along with the proximity of the I-60 exit. A light here would be extremely beneficial for traffic flow and safety turning in and out of the community.
52. I'd really like the median taken out where Carson meets That is the only street we have from the East Side to get on McClintock.
53. Would like to see "do not block intersection" markings at Fremont northbound McClintock. Also at southbound McClintock to exit Fry's Food store. Would help during rush hour, but no sure if feasible.



54. Fremont is too close to the freeway light and would create more issues...if a light is put in it needs to be at the midpoint of the neighborhood....I would be more in favor of opening back up 3 lanes in EACH direction as it previously was and getting in and out of the neighborhood was manageable...a light is not needed 80% of the time and would be more frustrating than helpful
55. I don't think a traffic light is necessary, the north and south bound traffic is controlled by the traffic lights presently located at the exit of US-60 and Baseline Road. should you place a 3rd traffic light in between would just encourage drivers trying to avoid so many traffic lights to take an alternate route through the neighborhood which could probably create more chances of accidents since they will probably be violating the 15-mile neighborhood speed limit.
56. Stop wasting tax payer money
57. Traffic going south past the 60 to baseline is horrible so if you're exiting the Fry's grocery store trying to go North on McClintock it's nearly impossible so there needs to be a light between south of 60 before Fry's grocery store.
58. In some cities, such as Phoenix the city marks the egress areas with XXX and place signs that state DO NOT BLOCK to allow vehicles to enter and exit when traffic is backed up. This could significantly help with traffic movement at a fraction of the cost! In addition, the traffic light at Southern and Los Feliz TOTALLY STINKS! It never triggers right and takes forever! I understand to keep the light green for the main roads and to not let the light cycle unless a vehicle from the neighborhood approached to trigger the light or unless someone wants to cross using the crosswalk. But the Southern and Los Felix light takes WAY TOO LONG! We do not need another light like this one at La Jolla. We need improved sensors and functional lights that trigger only when someone is exiting the neighborhood or using the crosswalk.
59. I feel like this is building for building's sake, or at least a solution in search of a problem. This would be a waste of money and a nuisance to drivers. Because the lights at the US60 bridge are governed/programmed by ADOT, there is no guarantee that Tempe will be able to time the new light effectively to prevent the two lights from interfering with each other (not to mention interfering with either the Baseline light or the Southern light). We do not need any more traffic lights in that part of town!

60. Please do not compound an already impossible traffic nightmare in Tempe by the addition of more ridiculous traffic lights! Please remove the light at Southern and Butte Ave. and the light at Southern and Terrace as well. Please also remove the light at McClintock and Campus and McClintock and Alameda. In off hours like 10:00 pm to 6:00 am consider using a flashing yellow at these minor intersections that do have a light. There should rarely be lights between the major intersections and only then when absolutely necessary. Since the light at I-60 is necessary, there is absolutely no sane, rational reason to add any more traffic lights to McClintock between Southern and Baseline. The Tempe traffic engineer's fetish for these ridiculous traffic light devices seriously impairs the quality of life in Tempe, contributes to the pollution of the air, makes driving a nightmare and does nothing to aid the ingress and egress from these neighborhoods. NOTHING!
61. I would prefer there not be an additional traffic signal installed on McClintock Drive anywhere between Southern Avenue and Baseline Road. I very much DO NOT WANT an additional traffic signal installed between US 60 and Baseline Road. Putting the signal at Fremont would create a very small section of McClintock – from US 60 to Fremont – that would fill up with southbound traffic very quickly when the light was red for McClintock. It would create an extra delay in getting to US 60 for northbound traffic coming from south of Fremont and would not necessarily make access to McClintock from Fremont any easier in most cases. Putting the signal at Minton would create a similar small section of McClintock – from Minton to Baseline – that would interfere with traffic on McClintock in both directions, without improving the ability of traffic to exit the Fry's parking lot (NW corner of Baseline and McClintock) or the Target parking lot (NE corner of Baseline and McClintock) heading in either direction. I believe, having been driving in Tempe and Phoenix for many years that too many traffic signals in too short a distance along any major traffic artery usually tend to create more delays and inconvenience than they solve.
62. Bad idea, this will just create backups and slow the flow of traffic. You just fixed a traffic problem by adding the third lane back, now you want to restrict it again with a light. Also La Jolla doesn't intersect with McClintock.
63. I think a new traffic signal will bog down traffic even more than it already is. I think it's better without, but having 3 lanes of traffic flow both northbound and southbound.

64. I am writing about the ingress/egress issues on McClintock Drive. I do not believe that we need signals between Highway 60 and Baseline. If you are trying to make a left-hand turn from Carter onto McClintock, there is a wide turn lane which makes it easy to turn into that and wait for the northbound traffic to subside so that you can go ahead and merge onto McClintock. As far as Minton is concerned, we really think that if you put a stop light there it will present a problem with the flow of traffic. There again there is a turn lane that those that want to make a left-hand turn can pull into that lane and wait for traffic to subside before joining the northbound flow of traffic. I realize that the turn lane is not as wide as the one at Carson but it is easy to turn into when you get a break through the southbound traffic. Thank you for allowing me to express my husband's and my opinion on this.
65. None of the above are preferred for the stretch from Southern to US60 lights. See above!!!
66. None of those streets really resolve the problem since the egress is only on one side of McClintock. Is there any place to move the bike lane to College?? What is the destination of most bike traffic? Is it downtown Tempe? ASU? Scottsdale? If bike traffic is headed to downtown Tempe, why couldn't bike riders be encouraged to ride east or west on their major street (Baseline, Guadalupe, Elliot, etc.) and then head north on College. There is a bridge across US60, crossing the train tracks is not a hassle, less traffic and isn't the street already striped for bicycles? McClintock could be restriped for 3 northbound lanes and no traffic signals would be needed.
67. McClintock. It prevents the ability for two cars to be waiting to turn left and right simultaneously from Carson to McClintock. This causes delays when there is traffic on McClintock and cars don't let the turning cars go through or traffic from both sides prevents a left turn. Plus the median has no purpose there are palm trees in it but that's it. It would help with the tight turn onto Carson from McClintock as well.
68. Unfortunately exiting directly on McClintock is the ONLY way out of my townhouse. It is very difficult in the mornings making a left on to McClintock. It is also very dangerous making a left into my townhouse development on Ellis (when traveling North on McClintock) because there are also people using that same middle lane going southbound to make a left onto the Ellis on the East side of McClintock. I can't tell you how many times I have almost been hit.

69. La Jolla is the only entrance to or exit from the East side of McClintock Manor. A traffic light at Fremont or Minton is no benefit because there is no vehicle bridge across Hwy 60 between McClintock and Hwy 101. A traffic light at Laguna would help the neighborhood to the West of McClintock but would not help McClintock Manor. On the East of McClintock Laguna just forms a circle with Pebble Beach that runs through apartment complexes. There is no connection to McClintock Manor.
70. There is no need for a signal in my opinion. I have lived in the neighborhood for 17 years and have never had a problem. If you are going north someone will always let you in if there is traffic. However, if you are going south it can be a problem in the morning, but I think the resolution for that is to put back in the 3rd lane... This is from the perspective of living south of the US-60 FYI. My main concern with another light is it will just congest northbound traffic even more. An easier solution is to go up to Baseline, which is close, and use the light there.
71. Adding a signal at any point other than La Jolla does not make sense. Placing a signal at any "halfway" point - either north or south of the US-60 - will only back up traffic worse than it already does. Traffic already backs up from the US-60 light (north and south), I truly believe that adding another signal will only cause additional back-ups and issues. Having lived near McClintock Drive for over 30 years, I recognize that it is heavily used; and I understand the ingress / egress issues to exit onto McClintock, or enter neighborhoods from McClintock. However, to reiterate, I do not believe that a traffic signal is the appropriate solution. I would like to add that the re-addition of the southbound lane HAS improved traffic flow in the area. While I know it unlikely to return, having the third northbound lane also aided with traffic flow, and egress from our neighborhood.
72. I never have any issue exiting the neighborhood and feel that traffic signals would just cause additional delays and would not be worth the cost in this scenario.
73. There are already two lights at the US60 bridge. Adding another one would NOT help, it would create even more of a backup and delays. Maybe improving the synchronization between the lights that already exist at the 60 and Baseline to create longer breaks in the traffic could help.

74. We are glad that the bike lanes were kept. Having an entire lane devoted to the bus was not helpful. I'd rather drive around a bus occasionally than deal with the traffic increase we saw in 2015 when we lost a lane. The traffic flow is so much nicer and it's made a big difference in me being able to turn into my neighborhood between 5-7pm. I used to have to head north to Laguna or do a U-turn in order to get into my neighborhood after work when it was 2 lanes. I hope you keep the increased lanes! I don't think a traffic light is necessary. In my experience, there are only a few times a day that would be helpful to have a light, and it would be a nuisance the other times of day when traffic is not bothersome. I appreciate you reaching out to let us put our opinions in about how your decisions affect our ability to reach our neighborhoods.
75. During periods of heavy traffic flow, there are 3 access points on Baseline that can be used to enter mainstream traffic (one of which already has a traffic light). While this might be a slight inconvenience for some residents who want more direct access to McClintock, I do not see the need for any additional traffic lights between Baseline and the Superstition Freeway.
76. DO NOT ADD TRAFFIC SIGNALS BETWEEN BASELINE ROAD AND SOUTHERN AVE!!!!!! THEY ARE NOT NEEDED!!!!!! IF PEOPLE PAY ATTENTION TO THE TRAFFIC AND NOT THEIR PHONES. THEY WILL HAVE NO TROUBLE GETTING ON AND OFF OF MCCLINTOCK ROAD!!!!!!
77. Ten years ago I was involved in a traffic accident with a truck that was driving north on McClintock while I was making a left turn from La Jolla onto southbound McClintock. It is a dangerous intersection for exiting my neighborhood. Since then I have tried to avoid using that route when exiting the neighborhood. This is quite inconvenient for me as there is no efficient alternative for me to reach westbound Highway 60. Every time I deal with the inconvenience involved in avoiding that route, I am reminded of the poor quality of traffic engineering that went into the design of that intersection. There should have been a traffic light at that intersection in the original design. There are traffic lights at two of the exits from the neighborhood onto Southern Avenue and none is needed at the Price Road exit; but there is no traffic light at the only exit to McClintock.
78. Thank you for asking....really, it's nice to have a chance to give input.
79. None at this time

80. I have lived on La Jolla Drive since 1990. The traffic gets congested as drivers attempt to turn southbound onto McClintock onto La Jolla.... especially during rush hours. The La Jolla/McClintock intersection is also heavily used in the morning by both residents of McClintock Manor (who need to go south to get to Rt 60) AND parents of Ward Elementary School who exit the neighborhood via La Jolla/McClintock and need to go southbound (to get on the Rt 60, or go in southern direction). A traffic light would assist drivers in making safe southbound turns onto McClintock. It would also assist bicyclists who are riding southbound on the east side of McClintock have a safer passage past the La Jolla/McClintock intersection. So the subdivision (McClintock Manor) residents and Ward School parents dropping/picking up children would benefit greatly! Thanks for taking these facts in consideration of the proposed traffic light.
81. People going to Ward need light at La Jolla.
82. As often as I travel this area, I rarely see bike riders even in the spring, fall and winter. It also would help if drivers obeyed the no right on red when coming off the freeway! I know that you are all doing your best and I appreciate it!!!
83. It is a short distance and rush hour traffic can move better. There's already 3 lights from Southern to Baseline. The sign coming off the freeway of "no turn on red" should be bigger. That's the problem area. Most traffic comes from outside the neighborhood because we are an older area. Not much traffic from the neighborhood during rush hour.
84. Access to McClintock is good. It is better with the corrections. Most urban drivers are smart enough to not try to turn left across major arterials during rush hour. There are many alternates available in our neighborhood. Ingress and egress is actually excellent. I do not understand the constant push to raise Tempe's carbon footprint. Mid-block lights do accomplish that.